



US 63

Environmental Assessment

Eau Claire Transportation District
September 2002
Volume 1, Number 2

Schedule:

January 2002 – environmental assessment started
May 2002 – 1st public meeting
August 2002 – 2nd public meeting
October 2002 – alternative selected
November 2002 – 3rd public meeting
August 2003 – environmental assessment completed

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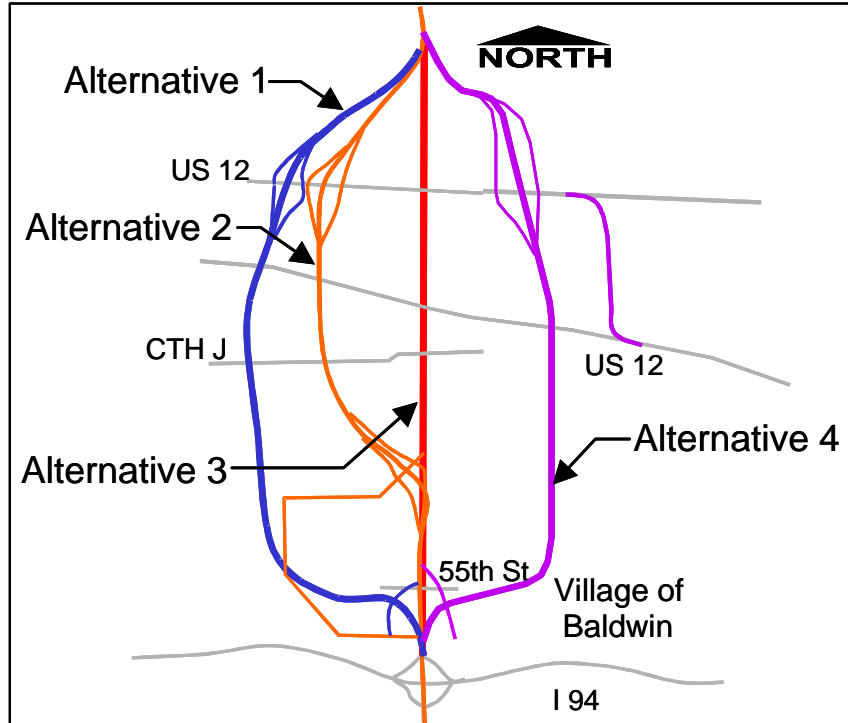
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Please contact the representatives listed above if you have questions or concerns about this project.

Preliminary alternatives presented



The Wisconsin Department of Transportation has identified US 63 in St. Croix County as a future highway improvement project and is currently in the public input stage. An environmental assessment began in January 2002 to identify and evaluate the needs of US 63 in order to ensure it safely and efficiently handles increasing traffic volumes.

WisDOT has relied heavily on citizen input in planning the future project. The first public information meeting was held May 23, 2002. Citizens were informed of the needs surrounding US 63 and were asked to write down their ideas for improving US 63.

The second meeting was held August 6, 2002. At that meeting, WisDOT showed citizens four US 63 alternatives based on the input received at the first meeting. Opportunity was given for additional feedback.

At this time, WisDOT is working with local officials to select a preferred alternative. This alternative will be presented at a public information meeting in November 2002.

A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.



Four US 63 alternatives were designed based on public input.

Alternative 1

Alternative 1 realigns US 63 west of Baldwin. It would most likely begin as a two-lane highway with the potential of becoming a four-lane highway.

Alternative 1 would connect with the existing US 63 roadway either through an intersection or interchange in the area of 55th Street, just north of the I-94 interchange.

Alternative 1 would then continue north as a limited access roadway with over- or underpasses at 60th Street and St. Croix County J and an interchange at US 12. Alternative 1 would connect with the existing alignment about one-quarter mile north of US 12.

Further examination is necessary to determine how Alternative 1 will connect with the existing alignment just north of US 12. A portion of 200th Street would need to be realigned with this alternative also.

Alternative 3

Alternative 3 follows the existing path of US 63 but expands it to a four-lane, divided roadway with a median section and reduced access.

While Alternative 3 would maintain signalized intersections, the distance between them would increase to approximately 1,000 feet.

Intersections currently proposed to have full access to US 63 include: 55th Street, 60th Street, Cedar Street, County J, Main Street, US 12, Lokhorst, and Hillcrest.

Many of the remaining intersections would have right-in/right-out access only. Residential driveways would remain while commercial driveways would most likely be relocated to adjacent side streets.

Additional parallel connections would be implemented to meet local access needs.

Alternative 2

Alternative 2 is a near west realignment of US 63. It also would begin as a two-lane highway with the potential of becoming a four-lane highway.

Alternative 2 would travel north as a four-lane roadway from I-94 to just south of Cedar Street. Just south of Cedar Street, Alternative 2 would leave the existing alignment, connecting to the existing US 63 roadway with an interchange.

Traveling north, Alternative 2 would be a limited access roadway with an over- or underpass at St. Croix County J and an interchange at US 12.

Alternative 2 would connect with the existing alignment about one-quarter mile north of US 12. Further examination is necessary to determine how Alternative 2 will connect with the existing alignment at this location.

Alternative 4

Alternative 4 realigns US 63 east of Baldwin. As with Alternatives 1 and 2, it would most likely begin as a two-lane highway with the potential of becoming a four-lane highway.

Alternative 4 would connect with the existing US 63 roadway through an intersection or interchange in the area of 55th Street, just north of the I-94 interchange.

Alternative 4 would then continue north as a limited access roadway with over- or underpasses at a future unnamed north/south roadway, Maple Street, and the current US 12 East roadway.

An interchange would be constructed at US 12 West. US 12 would also be realigned to travel around the northeast portion of the community. Further examination is necessary to determine how Alternative 4 will connect with the existing alignment at this location.



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